

RECEIVED **Regular Council Meeting**

2025 NOV -4 P 5:02 **November 6, 2025**

CITY OF FRESNO  
CITY CLERK'S OFFICE

# **FRESNO CITY COUNCIL**



## **Supplement Packet**

### **ITEM(S)**

#### **9:15 A.M. (ID 25-1529)**

HEARING to Consider adoption of the Vehicle Miles Traveled (VMT) Reduction Program and Nexus Study and Vehicle Miles Traveled Mitigation Fee; and related Environmental Impact Report SCH No. 2024091129.

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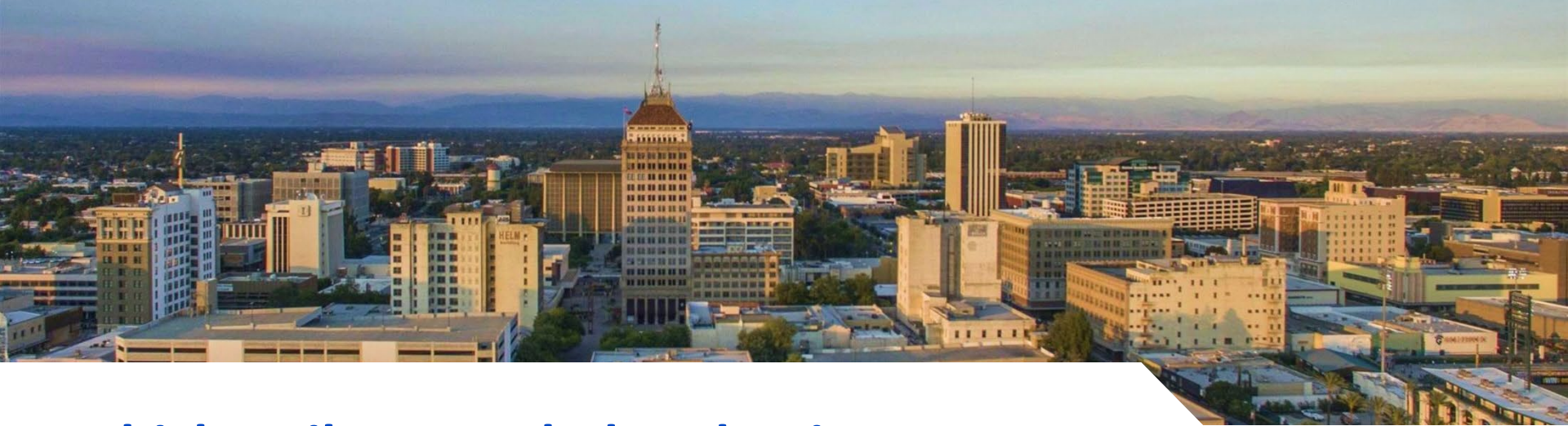
#### **Contents of Supplement:** Presentation

##### **Supplemental Information:**

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# Vehicle Miles Traveled Reduction Program

and Nexus Study

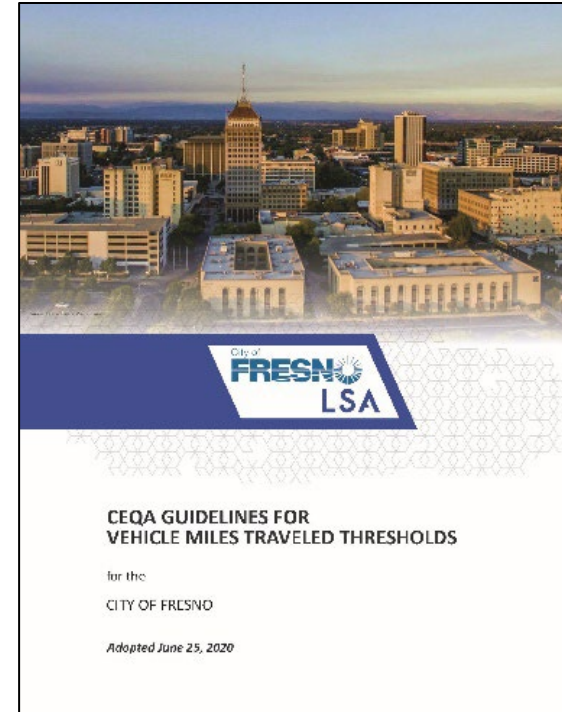
## City of Fresno

November 6, 2025



# Background - Senate Bill (SB) 743

- Passed in 2013, In effect – July 1, 2020
- CEQA Transportation Impact Metric
  - Vehicle Miles Traveled (VMT)
  - Replaced delay and Level of Service (LOS)
- Projects subject to SB 743
  - *Development Projects*
  - *Redevelopment/Infill Projects*
  - *Transportation Projects*
  - *Land Use Plans (General Plans/Specific Plans)*



# Overview and Objectives



- Streamline the SB 743 compliance process for development projects by providing feasible mitigation options to reduce potentially significant VMT impacts

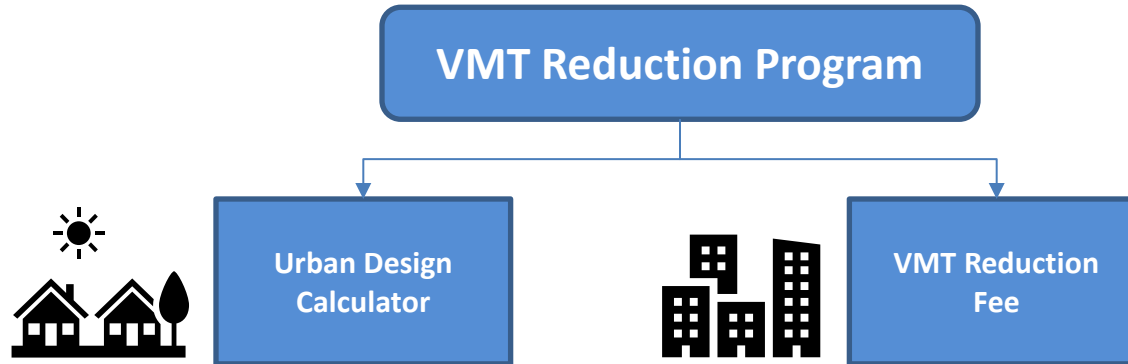


- Generate funding for future transportation demand management (TDM) strategies and VMT-reducing projects within Fresno to help reduce Citywide total VMT



- Contribute towards making Fresno a pedestrian-, bicycle-, and transit-oriented community with active, healthy, and livable spaces

# VMT Reduction Program Components



- Incentivizes Better On-Site Urban Design Principles
  - Land Use
  - Urban Design
  - Bikeshare, Scootershare, Carshare
  - Transit and Parking Management
- Citywide VMT Reduction
  - Improved Transit
  - Pedestrian Infrastructure Projects
  - Bicycle Infrastructure
  - TDM Elements

# VMT Reduction Program – Urban Design Calculator

- Incentivizes the incorporation of better urban design principles that promotes non-vehicular modes of travel
- Provides credit for VMT reduction from on-site project design features
  - Land Use
  - Urban Design
  - Bikeshare, Scootershare, Carshare
  - Transit and Parking Management
- VMT reduction based on CAPCOA Handbook for Analyzing Greenhouse Gas Emissions

City of Fresno

URBAN DESIGN VEHICLE MILES TRAVELED CALCULATOR

Source: CAPCOA Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity

Basic Information

Calculation Run By:

Date of Calculation:

Project Name:

Applicant/Developer:

Major Cross Streets:

Project Address:

APN(s):

Gross Project Site Area:

acres

Type of Project:

Single Family Residential

Project Vehicles Miles Traveled (VMT):

10.0

VMT per capita

Baseline VMT Threshold:

10.0

VMT per capita

VMT Difference:

0.00

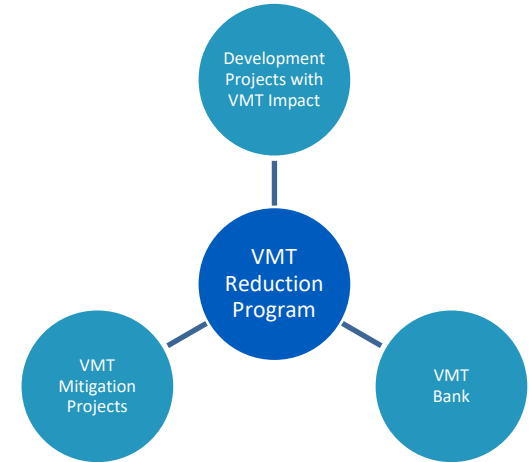
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Does the project have a VMT Impact?

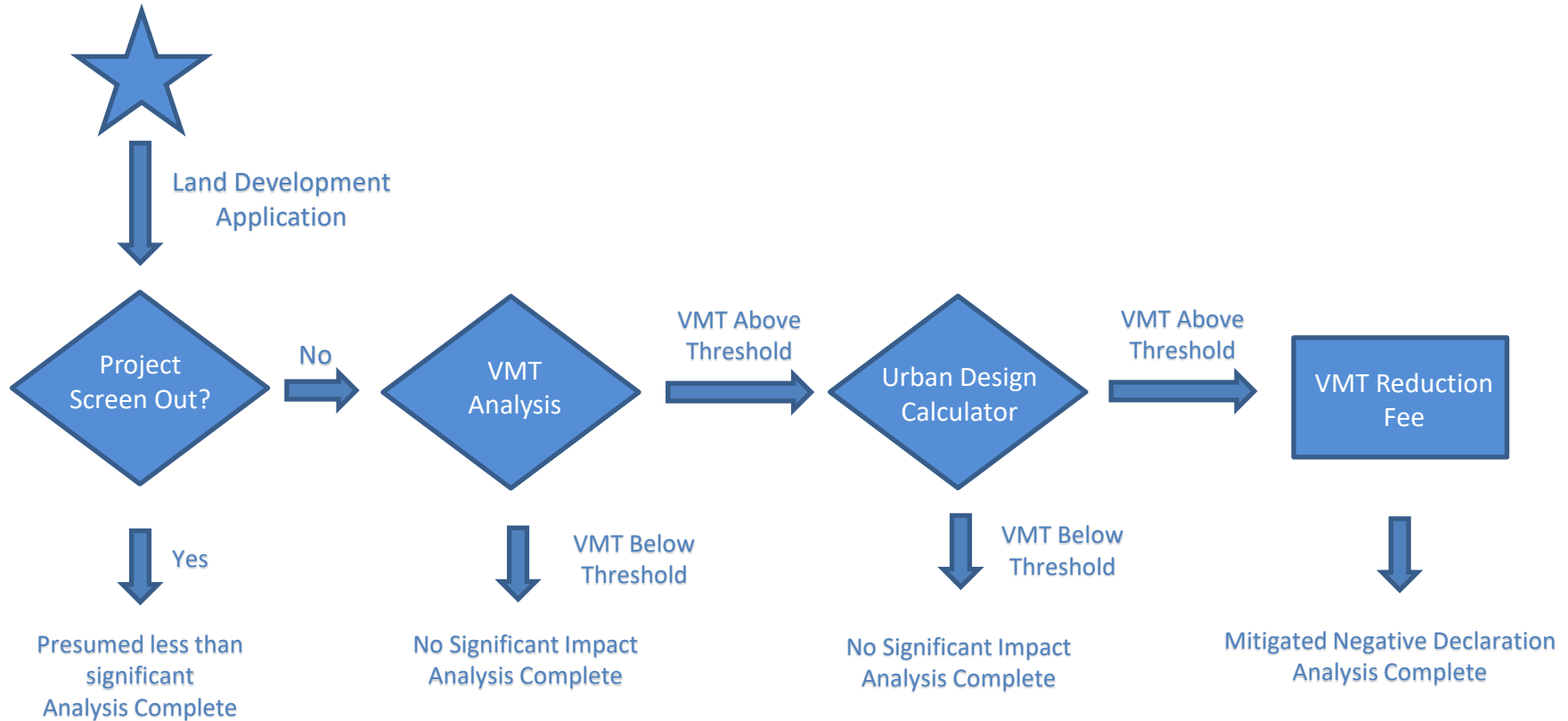
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# Legal Framework – Mitigation Fee Act

- Purpose of Fee
  - Funding the cost of implementation of VMT mitigation projects
- Use of the Fee
  - Funding VMT reduction projects (e.g. active transportation and transit)
- Relationship Between Project Type and Fee Use
  - Development projects with VMT impact over City's thresholds contributes into the program to reduce VMT
- Relationship Between Project Type and Need for Public Facility
  - Creates more effective VMT mitigation projects than on-site improvements
- Relationship Between Cost of Public Facility and Fee Collected
  - Fees are proportional to a development project's VMT impact above threshold



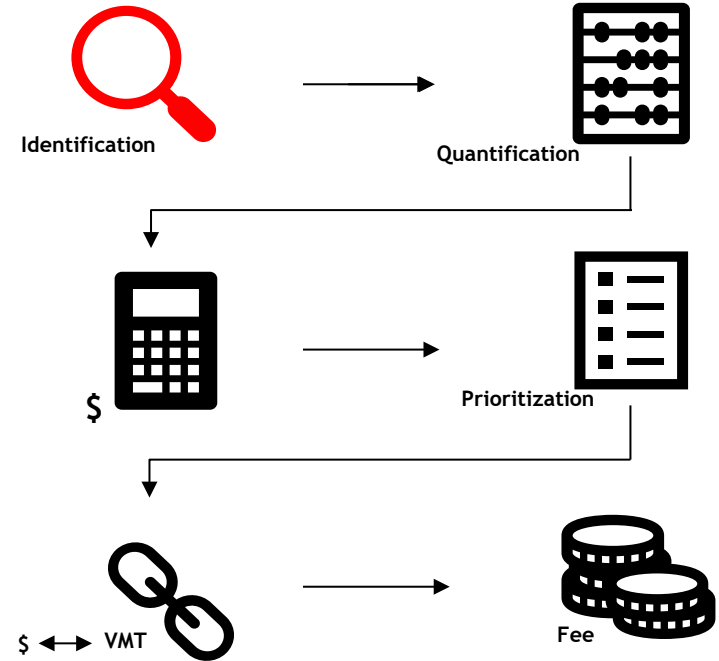
# VMT Mitigation Process





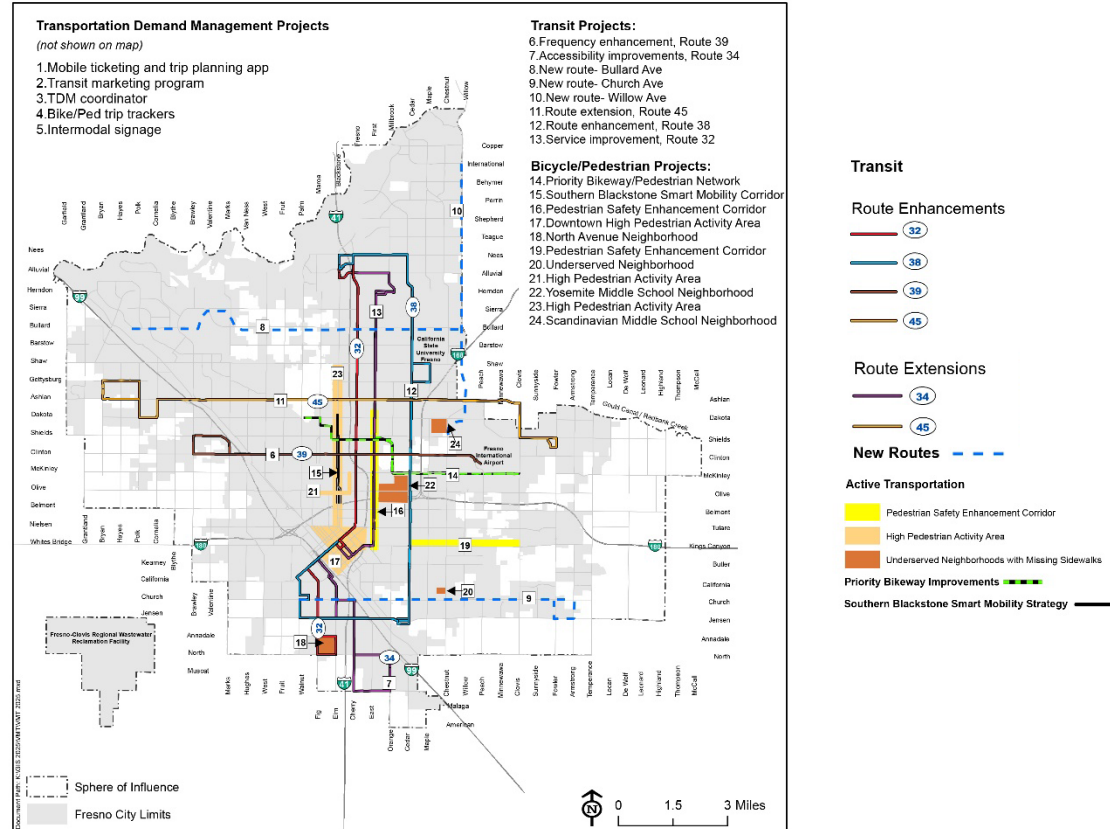
# VMT Reduction Program

- Identification
  - FAX Transit Projects in the Short-Range Transit Plan
  - FAX Transit Projects in the Long-Range Transit Plan
  - Fresno COG Regional Transportation Plan
  - Fresno Safe Routes to School Action Plan
  - Fresno Active Transportation Plan



# VMT Reduction Program – Identified Projects

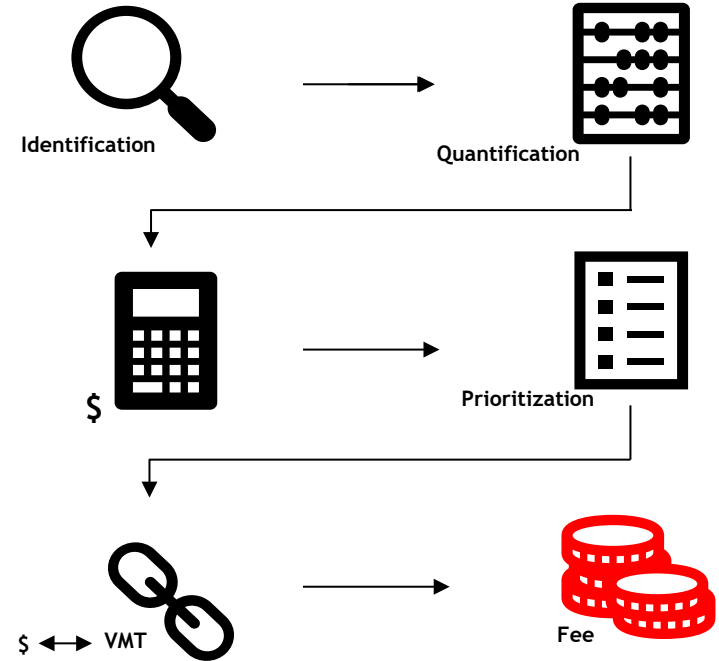
- Approximately 250 projects identified
- Approximately 101 projects identified as Feasible
- 24 Projects selected for VMT Reduction Program



# VMT Reduction Program – Determination of Fee

- Determination of Fee

Description	Calculation
Total number of projects in fee program	24
Project costs attributable to fee program	\$19.9M
Total Unmitigated VMT	67,429
Per VMT cost methodology	$\frac{\text{Total project costs}}{\text{VMT reduction required by City's GP}}$
Cost per 1 VMT reduction	\$295



# Q/A

- Does the VMT Program reflect the City's unique development patterns?
  - The VMT is calculated using the regional travel demand model (Fresno COG ABM). The model includes existing and forecast land use, demographics, housing and employment information throughout Fresno County including city of Fresno which is used to calculate the VMT. The VMT program has been developed using data from the model that is specific to the region as well as City of Fresno.

# Q/A

- Does the VMT Program reflect the City's unique development patterns? (cont)
- The VMT Program uses locally developed screening criteria to exempt projects from VMT analysis
  - 13% VMT threshold vs 15% at state level
  - 500 Average Daily trips vs 100 at state level
- The VMT Mitigation Fee is based on projects already in the City's adopted plans:
  - Long and Short Range Transit Plans
  - Active Transportation Plan

# Q/A

- Is the VMT Mitigation Fee a tax?
  - The VMT Fee is not a tax because it does not exceed the reasonable cost of providing the public facilities for which it is collected, and because it is not levied for general revenue purposes.
  - The VMT Mitigation Fee is an impact fee prepared in compliance with the Mitigation Fee Act. Its express purpose is to defray a portion of the cost of VMT Reducing public facilities and will be imposed proportionately on projects that have a significant VMT impact.

# Q/A

- Will this fee create a significant financial burden on Fresno consumers?
  - Currently, VMT mitigation has a significant time and financial cost of preparing an Environmental Impact Report. The VMT mitigation fee would save time and potentially money.
  - The cost to consumers is determined by what the market will bear, not specific project costs.

# Q/A

- Would this VMT Reduction Program make new developments in Fresno financially infeasible, hurting economic growth and job creation?
  - Only projects subject to CEQA would require VMT analysis
  - The Program has screening criteria that exempt retail businesses at 50,000 SF or less. Only two building permits have been issued since 2020 for retail buildings that exceed this threshold.
  - Employment-generating uses within ½ mile of a high frequency transit route or in low VMT areas are exempt
  - The Program includes a VMT calculator which recommends project-specific design features that reduce VMT.
  - The Program eliminates the need for an Environmental Impact Report, which costs time and money, and introduces uncertainty.



# Outreach

- BPAC, DAC
  - Blackstone Avenue
  - Sidewalk Gaps
  - Marketing
  - Transit Routes
- Outreach conducted for the Long Range Transit Plan, Active Transit Plan



# General Plan Consistency

- **Urban Form:** Pedestrian and bicycle linkages
- **Mobility & Transportation:** Reduce VMT, multi-modal system
- **Resource Conservation:** Reduce GHG Emissions



# Environmental Impact Report

- All impacts less than significant or less than significant with mitigation except Transportation
- Transportation impact TRA-2 Re: VMT is significant and unavoidable due to evolving VMT data and potential mitigation delays

# Environmental Impact Report

- Findings of Overriding Consideration based on legal, economic and environmental benefits
- Certification of the EIR provides streamlining at the project level for VMT impacts.

# Recommendation

1. Certify Environmental Impact Report SCH. No. 2024091129
  - a. Adopt Findings of Fact and Statement of Overriding Considerations
  - b. Adopt the Mitigation Monitoring and Reporting Program
2. Adopt a Vehicle Miles Traveled Nexus Study, Reduction Program and Capital Improvement Plan
3. Approve Bill to Add Section 12-4.17 to the FMC to establish the Mitigation Fee
4. Adopt the 593<sup>rd</sup> Amendment to the Master Fee Schedule to add a Vehicle Miles Traveled Mitigation Fee

End of Presentation